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NEW ADVERTISEMENTS.

GOVERNMENT NOTIFICATION.

No. 141.

NOTICE is hereby given that 9-POUNDER AND MACHINE GUN PRACTICE will be carried out by the Crew of H.M.S. "CENTURION" in an East and South-East direction from the point below H.M.S. "CENTURION" from the 22nd inst. to the 15th instant, including the hours of 9 A.M. and 4 P.M. All Ships, Junks, and other Vessels are cautioned to keep clear of the range.

By Command, J. H. STEWART LOUGHTON, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 11th April, 1896. [833]

RIFLE BRIGADE ATHLETIC CLUB.

THE ANNUAL MEETING of the above Club, postponed from Saturday, last, will be held in the HAPPY VALLEY, TO-DAY, commanding at 2.30 P.M.

L. ROY, Hon. Secretary.

Hongkong, 13th April, 1896. [833]

OLIVERS FREEHOLD MINES LIMITED.

AN ISSUE of B SHARES is offered to the Registered Shareholders of the above COMPANY, in the proportion of one B Share for every Share held. On THURSDAY, the 23rd inst., will be entitled to an allotment of one B Share for every Share, whether A or B, registered in his name. All Applications must be made on forms for the purpose, which may be obtained at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after the 23rd inst., and must be filled up and lodged with that Bank on or before THURSDAY, the 23rd inst., at 4.30 P.M. for the purpose of considering an application from one GEORGE ERNEST AUGUST HEITMULLER for a Publican's Licence to Sell and Retail Intoxicating Liquors in the premises situate at house No. 8, QUEEN'S ROAD CENTRAL, under the sign of "The Hotel Germania."

T. SERGOMBE SMITH, Acting Police Magistrate, Hongkong, 31st March, 1896. [835]

ST. JOHN'S LODGE

OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREE MASONS' HALL, Zetland Street, TO-NIGHT, the 15th inst., at 8 for 8.30 p.m. precisely. Visiting Brothers are cordially invited to attend.

Hongkong, 16th April, 1896. [818]

KELLY & WALSH, LIMITED.

NEW BOOKS AND NEW EDITIONS.

NOTES in China, by Dr. Graves. \$3.00
Through China, by Dr. Graves. \$3.00
Recent travel through Burma, Siam, and Cambodia, by Surgeon-Major Magregor. \$3.50

The Exploits of Brigadier Gerard, by Conde Doyle. 1.25

The Use of Life, by Sir John Lubbock. 0.60

Guides to Travellers on Mountainous Countries of India and Ceylon. 0.60

The Second Jungle Book—Hindoo Kipling. 3.50

Men of the Mass Haze—S. E. Crockett. 2.00

Cassell's Book of Sports and Pastimes. 2.00

The Story of the Solar System—W. Chambers. 0.75

The Story of the Plants—Grant Allen. 0.75

Light of Asia, by Sir Edwin Arnold. 0.75

Captain Marryat's Household Book. 1.00

A Wheel to Move, and Book—R. L. Jefferson. 1.25

Modern Polo, by E. D. Miller, edited by Captain Hayes. 0.90

Autographs and Birthdays of Eminent Persons. 2.50

KELLY & WALSH, LTD. [23]

WALTER W. BREWER & CO.

Sorrows of Satan, by Corelli.

Trifly by Du Maurier.

Concise of Courtship, by Hope.

Curious Life of a White-Father, by Teesa.

Peace—From Keel to Tum.

With Host and Gun in Yangtze Valley.

The Burman, by Shway Yee.

Modern Polo, by Miller.

Curzon's Problems of Far East, Cheap Edition.

Gossips—Chess Players' Text Book.

Gausey—Chess Openings.

Association and Rugby Football Rules.

Timbuk and Sounding Goods.

New Fine Art Goods.

China Cases and China Books.

Photo Albums and Albums for Unmounted Views.

Sketch Books, Books, and All Artists' Requisites.

WALTER W. BREWER & CO., UNDER HONGKONG HOTEL.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMoy, AND FOOCHOW.

THE Company's Steamship.

"HAITAN," will be despatched for the above Ports TO-MORROW, the 14th inst., at NOON.

For Freight of Passage, apply to

DOUGLAS & BRAKES & CO., General Managers.

Hongkong, 13th April, 1896. [835]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"HARROW,"

FROM LONDON, ANTWERP AND STRAITS.

CONSIGNEES of Goods are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong, Wharf and Godown Company, at Kowloon, with the aid of the wharf labour, to be delivered.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 8 p.m.

No Final Account will be settled.

Consignees are hereby notified that before delivery of the cargo can be obtained they must pay an Average Bond, which is lying at the Office of the Undersigned.

Bills of Lading will be countersigned by

DODWELL, CARILLI & CO., Agents.

Hongkong, 11th April, 1896. [881]

Hongkong Daily Press.

ESTABLISHED 1857.

No. 11,906. 號六百九千萬第

一月初三二十二光

HONGKONG, MONDAY, APRIL 13th, 1896.

一月三十一日六千九百八十八萬英

PRICE \$21 PER MONTH

NEW ADVERTISEMENTS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG,"

Captain Finlayson, Esq., will be despatched as above on WEDNESDAY, the 22nd inst.

For Freight, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 13th April, 1896. [836]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND.

PORTS, SYDNEY, AND MELBOURNE.

THE Company's steamship

"CHANGSHA,"

Captain Williams, will be despatched as above on WEDNESDAY, the 22nd inst.

For Freight, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 13th April, 1896. [836]

CHAMPAGNE BITTERS.

A GOOD THING IS WORTH REPEATING!

CHAMPAGNE BITTERS.

A TONIC.

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS & CO., Proprietors,

APOTHECARY'S HALL, 66, QUEEN'S ROAD CENTRAL.

HONGKONG, 13th April, 1896. [837]

THE PEAK CHURCH.

THE ANNUAL MEETING will be held at S. PAUL'S CHURCH, TO-DAY, the 13th inst., at 4.30 P.M.

BUSINESS: To pass Accounts, to issue a Report, to elect a Committee.

All persons interested in the Church are invited to attend.

E. F. COBBOLD,

Hon. Secretary.

Hongkong, 10th April, 1896. [817]

NOTICE.

A SPECIAL SITTING of His Majesty's

JUSTICES of the Peace will be held in the JUSTICES' ROOM, at the Magistracy, at 2.30 o'clock, in the Afternoon of WEDNESDAY, the 15th inst., at 4.30 P.M.

1896, for the purpose of considering an application from one GEORGE ERNEST AUGUST HEITMULLER for a Publican's Licence to Sell and Retail Intoxicating Liquors in the premises situate at house No. 8, QUEEN'S ROAD CENTRAL, under the sign of "The Hotel Germania."

T. SERGOMBE SMITH, Acting Police Magistrate.

Hongkong, 31st March, 1896. [835]

CRICKETING GEAR.

COBBETT'S BATS, AQUILA'S BATS, STUMPS, BALLS,

WICKET-KEEPING GLOVES, LEG GUARDS, &c., &c.

FOOTBALL GEAR.

RUGBY and ASSOCIATION BALLS, SPARE BLADDERS, INFLATORS,

SHIN GUARDS, &c.

HOCKEY SHIN GUARDS.

A LIBERAL DISCOUNT TO CLUBS.

LANE, CRAWFORD & CO.

HONGKONG, 13th April, 1896. [825]

NOTICE.

A REGULAR MEETING of the above LODGE will be held in the FREE

MASONS' HALL, Zetland Street, TO-NIGHT,

the 13th inst., at 8.30 for 9 P.M.

Visiting Brothers are cordially invited to attend.

Hongkong, 16th April, 1896. [819]

NOTICES OF FIRMS.

N. G. ALLEN & CO., Agents.

R. S. FURLONGE, Resident Division Manager.

H. S. FURLONGE, Resident Division Manager.

H.

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c., &c.

1896

With which is incorporated
THE CHINA DIRECTORY.THIS is the
THIRTY-FOURTH ANNUAL Issue,and will be found, as usual, to show an advance
in preceding years both in fulness and accuracy
of information.The DIRECTORY covers the whole of the
ports and cities of the Far East, from Peking to
Vladivostock, in which Europeans reside.

A. S. WATSON & CO., LIMITED

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After-Dinner Wines of very superior Vintage. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 9th January, 1896.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to business columns should be addressed to THE EDITOR.
Correspondents should forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No previously signed communications that have already appeared in other papers will be inserted.

Order for extra copy of *DAILY PRESS* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only Supplied for Cash.
Telegraphic Address: *Press*.
P.O. Box, 20.

The Daily Press.
HONGKONG, APRIL 16th, 1896.

It is time the Hongkong General Chamber of Commerce once more took up the question of the abolition of the light dues now levied. Attention is opportunely drawn to the subject in the recently published memorandum of the unofficial members of the Legislative Council on the military contributions. Speaking of certain items of revenue, it is not ordinary, but extraordinary, and which will cease and determine when the specific purposes for which they were imposed have been accomplished, the hon. gentlemen say:—"The Government is bound by a distinct agreement in respect of the light dues, which interfere with the complete freedom of the port." The present is the time to ask for the fulfilment of that agreement. The cost of the Gap Rock lighthouse has been covered and a failure to demand the removal of the light dues imposed for that purpose might be construed as a waiver of the claim and lead to the history of the original light dues being repeated in the case of the Gap Rock lighthouse. When the lights on Capo d'Aquila, Green Island, and Capo Collinson were established legislative authority was given to the Governor in Council to impose light dues, but on the understanding that the dues should be continued only until an amount had been collected sufficient to cover the original cost. The revenue, however, was found very convenient by the Government and as no special demand was made until many years afterwards for the removal of the dues they came to be regarded as general revenue. No formal record had been made of the understanding which existed when the dues were originally imposed and the subject had apparently dropped out of mind until the desirability of abolishing them on general grounds, not in fulfilment of a formal agreement, was argued long afterwards. The reply the Government then made was that it could not consent to any diminution in the source of revenue. The understanding that the dues should be removed when they had served the purpose for which they were imposed was brushed entirely aside and treated as if it had never existed. There is good reason, therefore, why vigilance should be exercised to see that the same thing is not repeated in the case of the Gap Rock dues.

The Gap Rock light was established at the request of the shipping community, who expressed their willingness to pay additional

light dues until the Government had occupied itself for the cost of the work. The Government accepted the offer and on the 1st April, 1890, the light dues were increased from one cent per ton to two and a half cents. The previously existing legislative authority for the collection of light dues referred only to dues in respect of lights within the colony, and Gap Rock being in the Empire of China it was necessary to come to the Legislature for authority to levy dues in respect of a light house outside the colony. On the 18th December, 1889, the Bill was introduced, and passed through all its stages at one sitting, providing that "the powers and provisions contained in the Merchant Shipping Consolidation Ordinance, 1879, sections 33 and 34, in respect of lighthouses and lights due within the colony shall apply equally to the light house now in course of erection upon a rock or island commonly known as the Gap Rock, situated about twenty-eight miles from the colony within the dominions of the Emperor of China." This provision has since been incorporated in the Merchant Shipping Consolidation Ordinance. When the Bill was passed in 1889 a very interesting debate upon the question of the duration of the dues took place, which will be found reported in the *Daily Press* of the 19th December of that year. Mr. A. P. MACLEWEN said:—"It would be satisfactory to know as to what length of time it is intended to levy this increased tax, because, if I recollect correctly, it was understood that this tax would be levied only to pay for the actual cost of the lighthouse." The Governor replied:—"There was a most distinct understanding to that effect."

This will be called the Gap Rock light house rate; it will involve the special sanction of the Legislature and the rate will naturally cease after the Gap Rock lighthouse has been paid for." The late Mr. RYME expressed the hope that what Mr. MACLEWEN had stated and what the Governor had agreed to would be noted down, and referred to the failure to carry out the understanding that existed when the original light dues were imposed. The Governor then said:—"Of course all this will be recorded, but I think it is just as well that it should be entered on the minutes that Mr. MACLEWEN drew attention to the matter and that I said that this extraordinary rate was intended to be distinctly in payment for the Gap Rock lighthouse and nothing else." At a subsequent stage of the debate Mr. RYME said:—"I remember when the fund set apart for this [the payment for the original lighthouses] was established, I proposed half a cent, but my colleague at that time, Mr. WILFALL, said, 'No, let us have a cent and finish the matter as quickly as possible.' In every enlightened country in America for instance, no charge is made for light dues. . . . Many gentlemen in this colony interested in shipping feel strongly on this matter. You may say, 'It is only a cent per ton,' but to persons interested in numbers of ships it is a very heavy charge." The entry in the official minutes of the Legislative Council is as follows:—"Mr. MACLEWEN addressed the Council and enquired whether the tax proposed in this Bill to be levied for the purpose of the Gap Rock lighthouse would be withdrawn after the lighthouse had been finished. His Excellency the Governor replied in the affirmative." The word of the British Government ought to be as good as its bond. Will it be so in the present instance?

The cost of the Gap Rock lighthouse was about \$181,000, as stated in reply to a question in the Legislative Council, and the telegraph cable connecting with it 887,250, making a total of \$268,250. The light dues collected since 1890 are as follows:—

1890	\$ 72,028
1891	89,656
1892	92,234
1893	96,064
1894	92,906
1895	107,315
1896 (first quarter)	27,000
577,236		

Of this amount \$347,000 may be taken as representing the Gap Rock dues of a cent and a half a ton, the remainder being made up by the tax of one cent a ton, which may now be looked upon as a permanent tax, giving a distinct difference to the foreigner's religion to now they start down on the 1st and 15th of the native month. The next step in the direction of naturalizing this institution will probably be discontinuing stopping altogether, save at China New Year.

On the Shanghai racetrack on the morning of the 4th April, according to previous announcement, Mr. George Dallas sent out a handsome black pony for a trial gallop of a mile and a half. The incident attracted a good deal of notice, and after several trials in the 3m. races, the last half mile being done in 1min. 26.2 sec., the quarter in 31sec., the pony was bought at auction by Mr. BING for £1,075. He has since been named *Ironworks*, the *Iron* being entered for the forthcoming Spring Meeting.—*N. C. Daily News*.

Mr. ERIC GEORGES, in his weekly share list dated Saturday, says:—"Easter Holidays have, in a small measure, interfered with business, but a fair amount of transactions have been put through since the re-opening of the market, and at the close of business it is rather difficult for a good many, especially Europeans, which after the last two weeks' holidays are desirous to sell in order to make their profits. In my last circular I quoted the issue rate of the new Chinese loan at 9%; it ought to have been 8.81. The latest London quotation is 21 per cent premium (210%).

About the same time it was reported by the *Times* correspondent that the *Ironworks* had been sold at auction for £1,075. He says:—"I have not the slightest intention to apply the rate to any other purpose and if the necessary sum arises for it I shall come down to this Board and get their sanction for it. It seems a curious arrangement in this colony, I do not quite understand it, that the levying of this rate is placed in the hands of the Governor in Council. It strikes me it would be much better if the Governor had to go to the Legislative Council for it. It is worth consideration whether that should be altered." An altered it subsequently was, the last Merchant Shipping Consolidation Ordinance providing that the light dues are to be fixed by order of the Governor pursuant to resolution of the Legislative Council.

It is provided that until such order is made the dues in table P to this Ordinance shall be payable." If the unofficial members by their silence acquiesced in the continuance of that table without a formal resolution of Council, now that the Gap Rock light has been paid for, it would be reasonable to a complete surrender of the claim that dues should not be imposed upon the shipping beyond what is required for the maintenance of the lights. If it be deemed desirable that the tax should be continued to meet a temporary emergency the resolution giving effect to that, now should contain a limit of time, say of one year, within which the existing rate should be maintained, so that the question would come up again for consideration in due course. If the emergency had then passed the claim for a fulfilment of the contract entered into between the Government and the shipping community, when the Gap Rock dues were first levied could again be pressed. But we do not admit that an emergency exists at the present moment, and if it does, we contend that light dues are in a very undesirable form of raising revenue. Nor is a diminution in the sources of revenue in itself a thing to be altogether deplored. The case with which revenue has been raised is possibly responsible to some extent for the enormous increase in the cost of the administration during the past few years. With a smaller income greater economy would probably be practised. In any case it is the duty of the unofficial members to keep a tight grip on the right of the Legislature to control the rate, but if the tax would be levied only to pay for the actual cost of the lighthouse." The Governor had agreed to this effect.

This will be called the Gap Rock light house rate; it will involve the special sanction of the Legislature and the rate will naturally cease after the Gap Rock lighthouse has been paid for."

The Glen Innes steamer *Glenapple*, from New York and St. Louis, left Singapore for this port on Thursday afternoon, 9th inst.

The revenue cruiser *Chuonchi*, which has been shifted for the tour of the "I.G." is expected to leave Shanghai about the 16th inst. for Taku.

The C. P. steamer *Empress of China*, from Hongkong, 8th inst., arrived at Shanghai on Friday at 11.30 p.m. and left for Nagasaki at 11 a.m. next day.

The stamp revenue for the first quarter of the present year amounted to \$62,231, being an increase of \$7,579 on the amount collected in the corresponding quarter of 1895.

The Supplementary Convention entered into between Great Britain and Japan respecting the duties to be charged on British goods imported into the United States and sent round the world by the Commander of the Grand Army of the Potomac. They ride excellent wheels and the tools and materials necessary for any possible breakdown are carried on the bicycle. Mr. McILWEEHAN's system is excellent, and we are as good as this port is at present.

The revenue cruiser *Chuonchi*, which has been shifted for the tour of the "I.G." is expected to leave Shanghai about the 16th inst. for Taku.

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The Supplementary Convention entered into between Great Britain and Japan respecting the duties to be charged on British goods imported into the United States and sent round the world by the Commander of the Grand Army of the Potomac is published in the *Gazette*.

In future grocer's licences under the Spirit Licences Ordinance are to contain the following condition:—"No liquor shall be sold under this condition:—

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The Hol-ching Magistrate has requested that in each place members be not received until the trouble is settled. I regret to say that until the trouble is settled, the news of Dr. Nansen's return, and agree with the suggestion of Captain Wiggin that the explorer likely left despatches of some kind at Cheliukin. —Times.

LATEST TELEGRAMS.

The following telegrams are from the *Evening Gazette*.

THE FRENCH INCOME TAX. Paris, 26th March. The Chamber of Deputies have voted the principle of the income tax and are referring the details back to the Budget Committee.

THE TRANSVAAL. London, 27th March.

The statement by *The Times* that Mr. Chamberlain demanded of President Kruger an immediate reply to his last despatch is without foundation.

THE SOUDAN. London, March 27th.

The Caisse de Dotte has voted £1,000,000 million towards the Douglas expedition. The British and French governments have voted and lodged a protest against which they withdraw. The French Bosphorus Committee immediately initiated an action against the Caisse of France and Russia in their protest against the use of the Egyptian Reserve Fund for the Douglas expedition after the course of events and that if Great Britain furnishes the money the result will be to increase her moral and material status in Egypt.

THE LIVERPOOL GRAND NATIONAL. London, 28th March.

The following is the result of the race for the Liverpool Grand National.

Father O'Flynn 1. Biscuit 3.

MARK TWAIN. Calcutta, 26th March.

In an interview with the *India Daily News* representative Mark Twain denies the statement published here to the effect that he had accepted ten thousand pounds for the express right of his forthcoming book. He states that the highest bid made was four thousand pounds; and that no sum or sum whatever would be given for any sum he would sell the copyright of any of his works.

He humorously characterized publishing as a gamble in which the author and publisher making more than four thousand pounds out of his work, which will embody humorous sketches gleaned from all parts of the globe. He has completely recovered from his recent illness, but his daughter in a suffering from a severe cold advised an immediate change and the great humorist has sailed for Colombo.

AFFAIRS IN EAST AFRICA. Bombay, 24th March.

A Mombasa correspondent writes on February 29th. The rebellion of Arabs in a portion of British East Africa grows rapidly. Lasting for nine months, it has during the month of February been carried on with an energy and success nobody anticipated. The fact is we have to deal with desperadoes, for no men are offered to them, and while the natives from their physical aspect are not naturally in favour of it, the fact that it will drag on for an unlimited period.

This rebellion had its origin in the very natural desire of the Arab Marikas to occupy a position which, under the old order of things, before the advent of the Imperial East Africa Company, was theirs. The natives expected as far as the Old World went, at which places the want of order. This revolt was not severely checked, only two or three plates are bulged in on her bark. The work of patching up the gap in the *Pekin* and sealing her was given to the Old Dog, whose people, with praiseworthy promptitude, commenced operations immediately. Mr. Morton, the diver, belonging to the *Tug Boat* Company, was soon at work while the cargo was taken from the *Pekin* to lighters the greatest possible undamaged.

The *Pekin* and the *Jetty* has since sunk. They hope to get the *Pekin* afloat and into dry dock in a day or two. It is a singular coincidence that it was on Good Friday that the *Nova* was sunk at Woosung. Old sailors used to say it was very unlucky to sail on Friday, especially on Good Friday—Mercury.

THE ACHEEN WAR.

SEVERE POSITION—TRAITOROUS OF "FRIENDLY" CHIEFS.

Batavia, 30th March.

It is telegraphed to the *Batareia Nieuwsblad* that Teekoo Djohan (T. Omar) has gone over to the enemy.

The 3rd battalion has gone to Lamphun and Lampang; the 1st is held in readiness.

The fort, Bled, and Lamphun have been captured by the rebels.

The telephone communication is broken.

The 12th battalion left yesterday for Lampang. Got two wounded.

The defensive entanglements round Kota Radja are being strengthened.

Kota Radja, 31st March.

Djohan with followers left one on Sun day. The communication with Bled and Lamphun is broken. The troops are continually in action. Reinforcements, 2,400 men sent from Java.

Batavia, 31st March.

A Government telegram confirms the succession of Teekoo Djohan. He wants to act on the offensive, supported by several influential chiefs. The day before yesterday the *Pekin* fired on the patrols, when Lieutenant Lyall's men were engaged in a skirmish. The day then was an extraordinary sitting of the General Council, presided over by the Governor-General. Tomorrow the 9th battalion leaves. Friday, the sixth battalion and the first battery, mountain artillery. Two more battalions are held in readiness. The landing division of the navy in Acheen, has landed at Oeleleb, and gone to Kota Radja to reinforce the garrison there. It is stated that the rebels had some fine equipment, but that they had been captured by our troops against Lamphun. With T. Djohan 300 drilled Achines with Beaumont rifles have gone over to the enemy. Djohan knows our plan of operations, so that severe fighting is expected.

Kota Radja, 1st April.

T. Omar, T. Oest, Louang, and sub-commander of T. Oemar, T. Jok, T. Rang, and T. Jok, Louang, brothers of T. Baid and T. Mahomed of the IX. Moskina (a brother-in-law of T. Baid), have all broken the allegiance they wore to the Government. T. Jok Louang has been killed near Lamphun.

At present it is quiet; we only hear some canon roar at a distance. No news from the outside lines.

Batavia, 1st April.

General Votier leaves to-morrow morning for Acheen as Governor and Commissioner. His Adjutant-in-Chief Major Breyer of the staff, Colonel Stanforth of Padang goes as Commander of the fighting columns—*Deit Coursier*.

DE. NANSSEN AND THE NORTH POLE.

St. Petersburg, 7th March.

All attempts to explain the news about Dr. Nansen's return and to get any further details have thus far resulted in failure.

The Russian semi-official news agency continues to receive information from Irkutsk, which contradicts the variations of the first report, and it has not yet been possible to trace that report beyond the trader Kuchinoff, although more than one answer has already been received from Yakutsk, where Kuchinoff's letter was received by Kamtschatka.

It is true that in the latest telegram from Irkutsk we are informed of dogs and provisions having been sent to the New Siberian islands for the use of the returning explorers, but not enough news has been elicited as to the origin of the news, and the writer of the letter, Kuchinoff, strangely enough, does not appear to have said where and how the report reached him, and it is very astonishing that Dr. Nansen himself should not have sent word of his return to St. Petersburg.

In the circumstances Captain Wiggin, who is still in St. Petersburg, suggests that it is possible that the news, which he thinks, the most reliable, whence he thinks, the news most probably first despatched before going north. It is supposed that Nansen's ship may have been unable to leave his last despatches at Dioksan, when Captain Wiggin himself only a little later, on his way into the Yenisei. Therefore Nansen, most likely, was able to touch only the northernmost part of the Siberian Coast, in which he could not have had to pass through the Amur, which has despatched before going north. Captain Wiggin's first report, if nothing further is heard before the spring, T. Jok should be advised to undertake another expedition to Cheliukin, starting with natives from Golchikha, where the Baron is already well known. Captain Wiggin also says that he himself might possibly be able to get round the Amur, if he should happen to go to the west, and in the generally a change of two or three, and in that case would be unable to go to far.

HONGKONG TIME-TABLE.

15th to 19th April.

LOW WATER.

High Water.

Heights.

Heights.

Mean Tide.

Mean Tide.

Wind.

NOTICE TO CONSIGNEES
"GLEN" LINE OF STEAM PACKETS.
FROM ANTWERPE, LONDON, AND
STRaits.
THE Steamship

"GLENLEARN"
Having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 13th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 20th inst., otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., Agents.

Hongkong, 6th April, 1896. [889]

OCEAN STEAM SHIP COMPANY
CONSIGNEES per Company's Steamship

"ULYSSES"
are hereby advised that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft at Godown on and after the 9th inst.

Goods undelivered after the 16th inst. will be subject to rent. All damaged Goods must be left in the Godown, where they will be examined at 11 A.M. on the 16th inst.

BUTTERFIELD & SWINE Agents.

Hongkong, 8th April, 1896. [890]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL,
PENANG, AND SINGAPORE.

THE Company's Steamship

"OANFA"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claim's will be admitted after the Goods have left the Godown, and all claims must be sent in to the office of the Undersigned before Noon on the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined at 11 A.M. on the 16th inst. at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 16th inst. will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 9th April, 1896. [891]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN".

The above-named steamer having arrived, Consignees of cargo are hereby informed that their Goods with the exception of Opium, Treasures, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given to D.A.R. before Noon.

All claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined at 11 A.M. on the 16th inst. at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 16th inst. will be subject to rent.

Bills of Lading will be countersigned by MELCHEES & CO., Agents.

Hongkong, 10th March, 1896. [892]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KORE

THE Steamship

"ELEKTRA"

having arrived, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claim will be admitted after the Goods have left the Godown, and all claims must be sent in to the office of the Undersigned before Noon on the 20th inst. or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 17th instant will be subject to rent.

Bills of Lading will be countersigned by Sander & Co., Agents.

Hongkong, 10th April, 1896. [893]

VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR

SINGAPORE, PENANG, COLOMBO, BOMBAY, KURKACHEE, ALEXANDRIAN, SUEZ, PORT SAID, BRINDISI, VENICE, FUJRE, AND TRIESTE.

Taking cargo at through rates to CALCUTTA, MADRAS, PORTUGAL, PORT, SEA, BLACK SEA, LEBANON, AND ABBARIC PORTS.

TO NATAL, EAST LONDON, PORT ELIZABETH, AND CAPE TOWN.

THE Company's Steamship

"ELEKTRA"

Captain F. Cosovich, will be despatched as above on or about the 9th inst.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to Sander & Co., Agents.

Hongkong, 6th April, 1896. [894]

SHIRE LINE OF STEAMERS

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship

"HARROW."

Captain Smith, will be despatched as above on or about the 12th inst.

For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, 6th April, 1896. [895]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"KWEILIN."

Captain Harris, will be despatched to-day, the 3rd inst., at 8 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Hongkong, 13th April, 1896. [896]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DAEDANUS"

Captain Gregory, will be despatched as above to NO MOREW, the 14th inst.

For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents.

Hongkong, 13th April, 1896. [897]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KORE

THE Company's Steamship

"MARIA VALERIE"

Captain A. J. O. Morris, for the above places TO-MORROW, the 14th inst.

For Freight or Passage, apply to Sander & Co., Agents.

Hongkong, 9th April, 1896. [898]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"ZAFIRO"

Captain Cobban, will be despatched for the above port TO-MORROW, the 14th inst.

For Freight or Passage, apply to SHIEN & CO., General Managers.

Hongkong, 8th April, 1896. [899]

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